



The National *Falcon* News

The Monthly Magazine
of The Falcon Club of America

Mike Henchy
Westmoreland, NH
1963 Falcon Sprint

JULY 2010
The Black Sprint Issue

Cover: Mike Henchy's Black Sprint

Mike Henchy's black Sprint has been in and out of his hands for the last 25 years. Now he has given up restoring Mustangs and is the proud owner of this Falcon. See more photos and read his story on page 20.

What's with another black Sprint on the cover this month? Last month's cover was a black Sprint too! And not only that, but Bennie Cameron's black Sprint is featured in this month's Gettin' Down in Dover installment. It just evolved that this issue is The Black Sprint Issue.

I have noticed this before, but for some reason, owners of Falcon Sprints tend to send in photos and stories of their cars more than owners of sedans, wagons or Rancheros.

Everybody loves all the Falcons. Maybe you are a diehard Ranchero guy or a four door sedan gal. Let's see those Falcons too! Remember, it is not necessary for your Falcon to be in pristine show condition or completely restored to be featured in the magazine. We want to see Falcons in all stages of repair, from totally junk to beautiful show cars. Timothy Grinolds got a start by sending some 1965 Falcon Truck literature. See it on page 31.

Let's have so many photos and stories that we can publish special editions for Rancheros, Futuras, Sedan Deliveries, station wagons, even Econolines!

—Ed.

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The National *Falcon* News

July 2010





*Wedding Bells
Angione & Alt*



My 1963 Ford Falcon played a special role in the wedding of my daughter, Mary C. Angione and Clemens Alt last summer in Massachusetts.

A few weeks before the wedding, my daughter told me they had been thinking that "getaway cars" for the departure of the bride and groom after a reception are typically classic old cars. After briefly considering whether to rent a classic, my daughter said, "It occurred to us that Dad has a classic old car." She asked if I could bring the Falcon up for the wedding, and I happily said yes.

This photo was taken before the reception at the Stow Acres Golf Club in Stow, Massachusetts. By the time the reception was over, it was pouring rain that evening, but with the help of some umbrellas, the newlyweds slipped quickly into the back seat, and I got into the driver's seat for the twelve mile drive back to the hotel in Concord. We had a nice conversation along the way. Mary is a science teacher at Brookline High School in Brookline, and Clemens is a biotech researcher at Massachusetts General Hospital in Boston.

I purchased the Falcon in 1997 and drove it to New York from Houston, Texas. I have been a member of the Falcon Club since shortly after that (with a lapse of a year or two

when I fell off the rolls), and also a member of the North Eastern Regional Club. This is the second 1963 two door Falcon I have owned. The first I bought new in 1962 when I got out of college. I traded it in three years later, but over the years my nostalgia for my "first car" increased.

When I saw this car advertised in a car magazine and was debating whether to buy it, a friend observed that I was at the age where men begin to think about "young blondes and old cars." My wife, Maryann, happened to overhear the conversation, and said, "I think you should get the old car."

The exterior was in fine shape when I bought this car, and I have done little to it since then except for washing and waxing. I had the upholstery on the front seat replaced with fabric that matched the original specifications. My mechanic has done work on the carburetor, the engine and the exhaust system over the years. He loves to have it in the station, he tells me, because it prompts many comments from customers.

The car performs well over the road. It has been to two of Ray Chevalier's North Eastern meets.

—Howard F. Angione
Jamaica, NY

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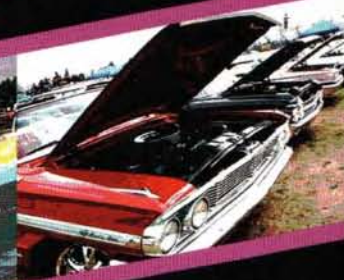
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President's Message: Chuck Beason

Carolyn and I are making our last minute preparations for our annual trip to the Falcon Club of America National Convention. We're both excited about the trip, getting to see our many Falcon Friends and really excited to spend some time in Ford Country celebrating "Falcon's Fantastic 50th" hosted by the Metro Detroit Chapter of the Falcon Club of America. We're looking forward to taking our Sprint to the Dearborn Development Center/Proving Ground for the tour. If this tour is in your plans, please sign and send in the Waiver of Liability to Alan Aniol of the Metro Detroit Chapter. You can get there from falconclub.com.

Our Club Store Managers, Bonnie and Mary are planning to have some new merchandise available again this year. The Club Store is slowly making it back with the help of Cliff, Mary and Dave and of course the Membership for supporting the Club Store with your purchases. Stop by this year to visit the Club Store and say thanks to Bonnie and Mary.

Many times we have questions about our Falcons and just can not find the answer or information we're looking for. There is a valuable resource available in our great Falcon Club of America, our Head Technical Advisor, Bruce Wolfe and his group of Technical Advisors representing each year the Falcon was manufactured. Within this group there are many years of experience with and knowledge of the Falcon automobile. Please join me in thanking Bruce and all of the Technical Advisors for their help over the years.

There are several Regional Meets scheduled for the remainder of 2010 in August, September and October. Check the schedule of events in *The National Falcon News* and the Events page of falconclub.com for more information and registration forms.

We look forward to seeing everyone in Dearborn, Michigan for the 31st National Convention of the Falcon Club of America.

Don't forget, "Take A Kid To A Car Show." Why not make that show the 31st Annual Falcon Club of America National Convention?

Chuck & Carolyn



FCA President Chuck Beason with grandson, Timm, at the 2009 FCA Nationals in Dover, Delaware.

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PLEASE MAKE YOUR AD LOOK LIKE THIS...

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

NOT LIKE THIS...

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To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
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Information Wanted

I need a PDF of owner manuals and service manual of my 1961 Ford Falcon 2.8 Litre. Specifically, how do I turn on and off the high beam? Mine seems to look like it's always on high beams! Also my clutch, it's 3 speed manual transmission, stay on the floor. I have to raise it with my foot, then after some pushing and lifting it will be operative, but it doesn't engage/disengage properly. Is this a problem with the lever/pedal? After moving (with some difficulties) the clutch will make shifting very good, so the pressure plate sounds OK to me! Thank you for the help. Please email me at formula1vhs@hotmail.com.

Need information on locating a 1965-1970 Mustang fastback, convertible or "K" code coupe project car. Parts missing or no drivetrain is OK. Distance not a problem. Also looking for a genuine 1965-1967 289/271 HP Hipo engine or parts for such. I may trade my original 1964 Sprint Tach and other Falcon parts, Mustang parts, against a deal? Call Bob 330-506-3137. OH.

Need information start to finish about switching over manual steering to power steering for my 1964 Ford Futura Falcon. I have a 289 cubic inch engine, 6 cylinder front suspension with 5 lug hubs. Need information on purchasing parts for this project also, catalog, suppliers, etc.

Thanks, Mike Harmony, harm60@gcctv.com or 217-836-7966. IL.

My '65 289 three speed Falcon has a severe shudder when I let out the clutch on an uphill incline. I read the extensive Tech Tip article in the 06/1989 Falcon News article "Chattering Clutch Problems" and I believe I have tried everything mentioned. I have replaced everything in the driveline from the rear-end forward except the actual driveshaft. I do mean everything—including the engine and transmission. I also replaced the rear leaf spring shackles and checked the front leaf spring bushings. They looked OK as well. I have been working on this off and on for two years and I am out of

ideas. Any thoughts would be appreciated. 412-793-9683 (evenings) or paur4s@verizon.net. Bob Smith, PA.

Miscellaneous For Sale

Shop Manuals by Ford: '60-'63 \$34.95
'64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63
Owners Manual: \$14.95 Part Interchange
Manual: '60-'65 or '63-'70 \$39.95 ea.
Falcon 140 page Road Test book '60-'70
\$19.95 Hardcover Falcon history book
\$39.95. Alex Voss 4850 37th Ave. So.
Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

At the FCA National Convention in Michigan (no pre-sales), I will be selling plastic models from my large collection of Falcon model cars and promos. Other miscellaneous Falcon toys will also be offered for sale at the swap meet. Again, Convention sales only. Sorry, no pre-sales. Look me up! Joe.

A pair of 1960 License Plate Frames. Chrome. New. \$10.00 + \$5.00 shipping. Call Natalie, 610-363-7589 or e-mail natgomez@briangomez.com. PA.

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Dealer Falcon Postcards: 1960 Fordor, red, used; 1962 Squire, white, not-used; 1966 Sport Coupe, yellow, not-used; 1968 Sport Coupe, red, not-used; 1969 Sport Coupe, red, not-used, \$5.00 each, postage included. 1964 Romy Hammes AFX 'Musclecards,' 2 views, \$5.00 for both, postage included. 1964 dealer showroom color & upholstery book, cover split on left side and clear overlays missing, \$245 plus postage. Howie, 860-749-0587 9-9 EST.

Misc. Collection Hardback Books:
"Falcon: the New Size Ford," 320 pages by Ray Miller with year by year picture coverage, paperback "Ford Falcon 1960-1970" shows and compares models. Two 260 fender V's, two fender spears, two "Futura" scripts, one deluxe light trim, one Falcon script, one interior light cover. Can email pics. \$100 + ship. Call Robert, 210-648-7011. TX.

Parts For Sale

Two upper ball joints, 4 bolt. Fits 1963-69 Falcon; \$50 + shipping. Two shaft kits for upper control arms, includes bushings and bolts. Fits Falcons 1961-65; \$100 + shipping. All parts new, made in USA, still in boxes. Ron Winkler, 775-356-7313. NV.

1960 Falcon four door wagon, upscale trim. Probably too far gone to restore. Car is complete. Glass, trim, latches, handles, mechanicals (3-speed) all there. Tom Dailey, 509-684-4333 or dailey2@theoofficenet.com, WA.

—Continued on page 8

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Classified Ads (con't)

—Continued from page 7

1968 Falcon Sports Coupe back driver's side chrome wheel molding piece. Good shape, \$60. Jayson Jorgensen, 308-440-3134 or jaysonjorgensen@hotmail.com. NE.

1963 260 V8, two speed automatic. \$300. Stan, 918-333-9426. OK.

1963-1965 Falcon/Comet Rotunda Tach \$299. 1963-1965 Falcon Sprint Tach \$299. 1963 Falcon Sprint T-10 4 speed, low miles, ready to install \$599. 1963-1965 Falcon/Comet T-10 4 speed shifter assembly \$205. 1963-1965 Falcon/Comet T-10 shifter, rechromed and ready to show \$235. 1963 T-10 Transmission tag, very hard to find in this shape, \$145. 1963-1965 Falcon/Comet power steering set up, end to end \$375. Can deliver to Syracuse Nationals in mid July. 1963, 1964, 1965 Falcon/Comet front sway bar,

black powder coated \$125. Vic Falcone 518-355-7756 or vifalcon64@aol.com. NY.



T-5 transmission. World Class, completely rebuilt. Has S-10 tail housing and shifter, 3.35 first, 1.93 second, 1.29 third, 1-1 fourth, .68 fifth. Ten spline input, 28 spline output shaft, manual speedo drive. Steel release bearing sleeve, set up for Falcon. Also '65 289 six bolt bell housing with clutch arm, all for \$1000. + shipping. Ron Winkler, 775-356-7313. NV.

Kellogg's Garage, home of the Junkyard Junkie, has a 30 year collection of Falcon and Comet parts stored in high, dry Colorado. What do you need for your Falcon Project? We will be at the 2010 Nationals and can deliver parts to you there. Call or email with your needs: Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net.

1994 GT Mustang heads, cast # E7TE, date 4C30, one pair \$100. 1994 351W heads, cast # E7TE, dates 4B16 & 4B18, one pair \$100. N.O.S. rear brake drum, part # CODZ-1126-B \$80. N.O.S. road draft tube, part # CODE-6758-A \$15. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

—Continued on page 10



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—Continued from page 8

Good used 1975-78 Granada front disc brake assemblies, left and right complete w/spindles, rotors, brakes and tie rod ends. \$250. + Freight. Darrell Grindstaff, 865-805-0811.

1963 Falcon parts: Passenger side 1963 Falcon front fender, straight, solid w/surface rust only, \$75. Set of 4 original 13" 5-lug wheels, gloss black powder-coat, never used, \$100.; \$20. Pair front shock tower caps, \$10. Jim, 913-685-1079 or jd_wilkerson@sbcglobal.net. KS.

1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

Large 30 year collection of good used Falcon parts for reasonable prices. Over 60 cars parted out. Numerous restorable project cars for sale with all missing or damaged parts available to purchase. also some miscellaneous parts for 63 and 64 Fairlanes and 64-65 Comets. One piece Fiberglass Front Clips for 60-61 Falcon with removable hood. Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.

1961 Deluxe Wheelcovers: A set (4) of 1961 Ford Falcon full wheel covers. Fomoco part #C1DZ 1130A. These are the type that are divided into 4 segments - each having 18 individual white marks. These covers were N.O.S. when I got them about five years ago. Near perfect. \$120 and I'll pay shipping in the U.S.A. Phil Barber, pbarber@aol.com or 410-266-8271. MD.

I have a set of bucket seats that are for either a 1963-65 Falcon or Comet hardtop. They are presently covered in the 1965 Comet trim. Red in color. I own a convertible and didn't realize there was a difference. They are already boxed up and ready to ship. I would like to net \$400., so you would have to take care of shipping from Vancouver, WA. I can email pictures. David, 360-944-1328 or davidvana@comcast.net. WA.

Classified Ads (con't)

170 CID cylinder head, blueprinted by Clifford Performance. Used for less than 3000 miles. \$600 plus S&H. Bill Crane cell 812-371-9516 or send email to bcra66@gmail.com. IN.

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. www.autotran.us.

1963 NOS: V8 arm and bushing \$175, license light lens \$20, fuel gauge \$75, temperature gauge \$75, six cylinder exhaust manifold \$170, six cyl. standard shift radiator \$125, temperature cable \$30, quarter moulding Futura \$135 each. Many more. Frank G. Stewart, 440-282-6277. OH.

I have quite a few parts for a 1961 Falcon 200 ci straight six that I am not able to use and would like to see be used by someone who loves the Ford inline six as much as I do. Here is a list:

Set of new forged pistons sized for a 40 overbore, Set of original forged rods, restored and tested for strength, flywheel for manual transmission, Aluminum flywheel for manual transmission, Original crankshaft, Original block, dipped and magnafluxed. If anyone can use these parts, I would love to see them put to good use. Benjamin Santosuosso, 623-687-8470 or santosuossobenjamin@yahoo.com.

1965 Comet hood, one front fender, instruments, trim & misc. Take all, \$125. Herb Griffin, 518-568-7813. St Johns-ville, NY.

Parts Wanted

For 1963 Falcon Futura convertible. Door panel retainer. Need one lower one which is straight and 43 1/16 inches long. I have a pair of upper ones which are straight, then curve, 43 1/16 inches long, that I don't need. Help anyone? Tom Dailey, 509-684-4333, email dailey2@theofficenet.com. WA.

I'm looking for a back right side passenger's chrome wheel molding piece. Jayson Jorgensen, 308-440-3134 or jaysonjorgensen@hotmail.com. NE.

Need cylinder head for 1963 Falcon 170, rebuilt if possible. Contact Denny Ackerman, 515-571-6311 or dawsona@lvcta.com.

Need to locate a complete power steering system for a 1960 four door sedan for friends of our family's retired Dad's Falcon. Rack and pinion is too expensive. The factory steering is too tight for him. Thanks for the consideration even if you can only help with any suggestions! Call Bob 330-506-3137. OH..

Carburetors - part # on air horn C8OF-AB & C8OF-AA. FE distributors - part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln. St. Louis Mo. 63128-1416 . 314-351-1789 or kslitteken@aol.com

Two NOS front coil spring lower seats, or spring perches, #C1DD-3388B. Fits 1961 and 1962 models. Must have grease fitting. Please call Joe Tatti, 905-335-2834, Ontario, Canada.

I am still looking for a dash pad for a 1967 Falcon or information on who can fix mine. It is cracked down both sides of the speaker. Skip Mutchler 312-287-4923 or Skipmutch115@yahoo.com. IL.

Wanted: Interior chrome windshield trim, top and both sides. Also top for console

between bucket seats. Oliver Jergensen, 509-246-0686, cell 360-631-8213. WA.

Falcons Wanted

Stock 1960 or 1961 Falcon with bare basic bones, automatic or three speed on the column, six cylinder. Excellent interior and paint. No rust. Reasonably priced. Phone 309-212-6528 or write to email address Jeff_Schlink@hotmail.com. IL.

1963 Ford Falcon convertible needing minor restoration. Car must have good floors, rails and torque boxes. Ed, 215-493-6749. PA.

I used to have a 1964 Falcon Sprint four speed in 1964 and I have been looking for one like it for a long time. Do you know of anyone who has a nice one like new, white with red interior four speed bucket seats with console. I want one ready to drive and show. Thank you, Dell Etheridge, 931-797-0681.

Falcons For Sale



For sale if anybody is interested. 503-363-4684 or dtawes_64@msn.com In good condition and no rust.

1969 Falcon four door sedan. Light blue, 6 cyl. 33,000 actual miles. New tires, brakes \$2500. Joe Wall, 615-851-7777 or jwallmail@aol.com. TN.

1968 Falcon Futura Sport Coupe, 200-6, C4 auto. New interior and tires. No cancer, some pitting on bumper chrome. All trim, glass VGC, poor repaint job needs replaced. Runs, drives very nicely. Has 8" Mustang rear end and V8 hubs and spindles installed. Might trade for

Classified Ads (con't)

—Continued from page 11

Ranchero up to 1967 model. \$3200 OBO, John Dennis, 405-819-6395. OK.



1968 Falcon Futura sedan, a desert car as rust free as the day it came off the KC line. Clean and straight. Less than 70,000 actual miles, V8, automatic transmission, power steering, factory air, good tires, new brakes, a nice driver. White over gold with white interior, rumbly duals, shop manual. \$4700 OBO. Cliff, hhazard87002@yahoo.com. NM.



Attractive 1966 Falcon Futura Sport Coupe with original 289 V8 engine, cruises-o-matic transmission, bucket seats, black interior and light yellow exterior. I have over \$7400 invested in the car, which runs great. Needs new paint and some upholstery. I have replaced tires, battery, main and rod bearings, hood, rear end, overhaul and gas tank. Asking \$4600. Located in Gresham, OR. Richard Stuthard, 503-663-0312.

1965 Falcon Ranchero; 6 cylinder truck converted to 302 V8, 3 speed with floor shift, Granada front disc brakes, correct V8 steering and 8" rear axle. A project truck with great potential. Quarter panels are mostly rust free, a small area in front of the left rear wheel well needs attention. Very straight fenders, door, hood, top. Floors need some repair. Motor needs carb/intake. Will send detailed

pictures upon request. \$2995.00 as is. A complete set of single chrome deluxe trim for the truck is available for additional dollars. Call or email: Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net.



1965 Ford Falcon Futura two door Sedan, 289 Engine, C4 Automatic, 4 Barrel, New Tires, Gas Tank, Radiator, Interior, Bucket Seats. Double roller timing chain, MSD Ignition, coil, wires, distributor. Has Flow Master dual exhaust, Headers and B & M floor mounted shift kit and much more. Asking price \$8000. Joe, 925-757-3076 or vivjoe@sbcglobal.net. Antioch, CA.

1965 Ford Falcon Ranchero. 200 CID 6 Cyl. Column-shift three speed. Bench seat. Factory AM radio and Heater. Disc brakes with five lug steel wheels and new tires and shocks.. Trans rebuilt; new clutch and synchros. CA car with original Black Plates. No rust! \$7600. Contact Michael 951-734-1677. CA.

1965 Ford Falcon Convertible. 289 engine, three speed automatic, factory air,



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power top, manual brakes, and manual steering. GT wheels, original color: Lt. Olive Gold, new interior to match is original design. E-mail for pictures. \$12,000 OBO. Bruce Johnson, 931-273-4090 or bruceauto@charterinternet.com. Middle TN.



1965 Futura four door wagon. loaded with options: 289 V8, C-4 automatic, air conditioning, tinted glass, power steering, power tailgate, padded dash and visors, burglar alarm (really!). I have the "FA" gas cap. Car ran and drove when parked; now needs brake work. Small areas of rust; comes with a good right front fender. Very complete, original car that needs total restoration. \$2995 as is. We have detailed pictures on file for those interested. Call or email Lenny Kellogg 970-593-1964 or email lenkellogg@lpbroadband.net. CO.

1965 Falcon Futura two door hardtop, 200 cid, auto. 80,000 original miles.

—Continued on page 21

So You Want to Restore a Falcon?

Monthly Tech Column

Dick Harrington

PART XVIII WRAPPING UP! INTERIOR AND EXTERIOR TRIM

The fun part of any restoration is finishing the vehicle.

INTERIOR

The interior on the Ranchero was upgraded to a Futura bucket seat trim level. The most difficult part of the Futura upgrade was the dash pad and dash trim. Having two Sprints up in the barn made the task somewhat easier as they provided the trim hole locations. That meant that one of the Sprints had to be disassembled so templates could be made. The holes were drilled before any final painting was started for obvious reasons. Fitting the dash pad was very tedious and great caution has to be exercised. Dash pads need to be trimmed to fit and the old adage "measure twice, cut once" is not cautious enough. Measure many times and then once more before trimming! A miss cut could cost you \$200.00 plus shipping, not to mention the cost of the vinyl dye.

Door panels went on after a plastic water barrier was installed, a stick inserted the length of the door panel aids in warping the panel to fit it into the top and bottom tracks. Wind-

—Continued on page 14



Dash pad and Futura dash trim holes were marked and drilled very early in the restoration process.



Use a stick to bow the door panel; this will help get the panel in the channels



Masking tape, a sharp utility knife and a straight edge are used to cut slots in the carpet for the center console.

Dick Harrington (FCA #12563) of Delhi, New York is a regular contributor to *The National Falcon News*.

This is the last installment of Dick's series, *So You Want to Restore a Falcon?* Look for the Ranchero in Dearborn, Michigan July 15-17, 2010.

So You Want to Restore a Falcon?

—Continued from page 13

shield and back glass trim were all fastened with stainless steel screws that were available at the local hardware store.

The carpet goes in before the kick panels, scuff plates and console. The carpet requires many cuts and holes. A fresh blade in a utility knife does a nice job of cutting the carpet. Seat track, seat belt, floor shifter trim and the high beam switch holes are all done with a soldering iron. Man made carpet melts quite nicely (does give off noxious fumes so ventilation is a must), using a drill for carpet holes could cause a snag. The Ranchero has cut and sewn carpet rather than molded. The Sprints both have molded carpet so a different approach was taken with the Ranchero. Neither type fit perfectly and requires a lot of fiddling to get a somewhat nice fit.



The hidden audio system is mounted to a sheet of aluminum which is then fastened to the console mounts. Notice the small fan at the right of the unit that will help keep the electronics cool.

The console hides the unit. There is a lot of wiring running under the carpet, so a lot of pre-planning is required. There is still plenty of room above the audio system for storage.



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Dick Harrington

One of the major objects for the Ranchero project is drive ability. A good sound system is a must if one is planning a trip to the Denver Nationals. A hidden audio system was the choice, finding a good location for it proved challenging. The location selected was in the bottom of the console. It was a perfect fit. A small CPU fan was also installed to keep the circuits cool. Speakers were installed under the rear shelf and in the dash speaker area. AM/FM, MP3, IPOD and Sirius capable with remote control, what more could you ask for. Once the sound system wiring was completed the kick panels were installed.

The only thing not completed on the interior as we go to press is the front bucket seats. Hopefully that will get completed in the near future—like before Dearborn.



The interior is mostly complete in this picture. The bucket seats are still missing; the window cranks have been installed.

—Continued on page 29



Deluxe window trim installed around door glass.



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Gettin' Down in Dover...

Somehow you know this Sprint is special. Approaching it on the show field in Dover, it looked original from a short distance but soon revealed itself as so much more.

Bennie Cameron of Durham, North Carolina has owned the Sprint for 35 years and it has been restored for 13 years. He has put about 13,000 miles on it since the re-do and interior modification. The cream custom leather interior was a show stopper at the 30th FCA National Meet—the Sprint was voted Best Interior. The door panels are works of art. Even the trunk is tricked out beautifully. The Grant steering wheel sets off the buttery creaminess of the interior, complementing perfectly with the very black exterior.

Under the hood is a 347 Stroker engine and a five speed transmission. It sports a CD changer and DVD player with a 4½ inch monitor inside the car and an eight inch monitor in the trunk. It even has a push-button starter and disc brakes.

When he found the Falcon, it was mostly a "rust bucket" and the quarter panels and floors were needing replacement. The hardest part of the pro-

—Continued on page 18



Bennie Cameron's 1963 Falcon Sprint



Gettin' Down in Dover...

—Continued from page 17



cess was the body and quarter panel preparation, "Smoothing the body for perfect black paint." Bennie did all the work on the Sprint himself, except for the interior and paint.

His license plate, "Commotion," was chosen because the Falcon always causes one when he brings it to shows or cruise nights. Needless to say, it draws a lot of attention.

This is his first Falcon, but he has three sons and three classic cars, which they have already picked out for themselves when the time comes. The other cars are a 1955 Chevy, and a 1966 Mustang. The boys are 28, 21 and 18

years old and he also has two daughters. The 1955 is a family car right now, the whole family can fit into it. He has been a car collector and hobbyist for over 35 years

Bennie has been a FCA member (FCA #11233) for eight or nine years and always enjoys the Tech articles in *The National News*. He would like to see more parts for sale and more advertising by sellers of parts. He sees the future of the club as evolving to accommodate and accept the modified cars. He encourages kids to "Do something like I did. That's what sells kids on cars today."



Besides Falcons, Bennie is interested in motorcycles and the Falcon shares his large garage with a Harley Iron Horse and Fat Boy. The garage is outfitted with a TV (of course), refrigerator, a bar and a barbecue grill. A "Tar Heel at heart," he is partial to North Carolina style barbecue. He built the cars for his boys and says that building a car "makes people happy. When we're done working on the cars, then it's time to hang out!"

Bennie Cameron's 1963 Falcon Sprint



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*I*n 1979 I bought a small building and started a one man auto repair shop here in Westmoreland, New Hampshire. I had been in the Service Station/ Repair business for six years previously, but hadn't done a lot of body work. One of my first customers was a man from Vermont with a 1963 Falcon Sprint. It needed frame rails, rear quarter patches, and paint. Over the years, this customer came in to visit me many times, as we had become friends. The car already had been worked on with

—Continued on page 30



Classified Ads (con't)

—Continued from page 12

Very good paint, chrome, and interior. Very original Glacier Blue Classic. \$8500. Contact Gary at garmiller@hughes.net or 814-839-4325. PA.



1965 Falcon for sale to someone who appreciates Falcons. Jacob Bennett, jacobabennett92@gmail.com.



1964 Ranchero. New Boss 302 block, Edelbrock heads, intake and carb. Power steering, A/C, T-5 transmission. No rust. A real blast to drive. \$7000 firm. Charles Rice, 918-521-6095.



1964 Falcon two door sedan. All original. 170 six cylinder. New radiator, new brakes, new headliner. New front and rear windshield gasket, new exhaust. \$2500. Terry Thompson, 270-865-4051. KY.

1964 Falcon Futura Hardtop, Restored exterior and interior. Up graded drive train, (1986 Mustang 5.0 motor, car-

buereted, with 47,000 miles and a rebuilt 1967 Mustang C-4 transmission). Gold exterior, Palomino interior. Call or e-mail for additional details. \$8000 OBO. Rich Barrett, 215-679-3309 or 215-872-0216. rab64falcon@netzero.net Palm, PA.

1964 Falcon wagon, four door, 260 V8, automatic transmission, air conditioning, power steering, power back glass. Not running. Minor rust in floor. A couple of minor dents, the rest is very straight. Very nice trim. \$3300. Stan, 918-333-9426. OK.

1964 Falcon Sprint Convertible 260 auto. Light blue white top. Car in excellent original condition, completely rust free. Have receipts for work done. 103,000 miles. \$15,000 OBO. Don't miss this one. Call Keith Hooper, 757-469-8533 or ckhooper@yahoo.com VA.

1963 Falcon Ranchero Complete new 289 V-8 New complete C-4 transmission 3:08, "8" rear end complete new front end and rear end suspension and correct steering complete new wiring, new interior, all new glass, new exhaust system, new fuel tank and all lines, new brakes and lines custom dash panel and new gauges. Nice mag wheels and excellent tires. Excellent body and dark gray paint. \$9,500. Marvin Norton, 816-721-7558. Gladstone, MO.

1963 Ford Falcon Futura convertible. Rangoon Red, with a brand new white top. Brand new interior. Original paint in excellent condition, four brand new radial tires. Falcon is 100% rust free. Always garage kept. \$20,000. Call Rich Maybell, 609-204-8252. NJ.



1963 Ford Falcon Futura, red 6 cyl convertible. Refinished inside and out with new tan top, upholstery, transmission, tires, AM/FM/CD. No rust. Looks and runs great. Seller relocating. \$18,500. Call Bruce, 404-313-0721. Atlanta.

1963 Futura convertible. 170 stick, excellent engine and transmission. New brakes, one new tire, new replated rear bumper. Used excellent left front fender; needs floors and total restoration. Oklahoma car, PA title. Sell for \$2000. Gary, 412-758-5518. PA.



1963 Falcon Sprint convertible from New Mexico, NO RUST EVER. Rangoon Red, new white top, new interior, bucket seats, most chrome, tachometer, factory clock and rebuilt V8 and automatic transmission. 1500 miles since restoration completed. \$15,000. Bill Barren, 585-599-4102. NY.

1963 Falcon Sprint parts car, complete except for engine, radiator, front seats and horn ring. Good glass, chrome, suspension. \$650. Call Tim, cell: 701-238-1277 or tpkrombeck@rrt.net. Also have other Falcon parts. ND.

1963 Falcon Futura. Red 2 door hard top. 122,000 original miles. Stored indoors. Car is original and has been restored. 6

—Continued on page 23

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—Continued from page 21

cylinder motor, bucket seats, new tires, a/c. Asking \$12,900.. John Prosje, 954-467-8371 or kelautoaircondit@bellsouth.net. Fort Lauderdale, FL.

1963 Falcon Deluxe 2 DR Wagon. Restored 2008. 200 6 CYL, 3 speed on floor, new seats, rugs, side glass tinted, 14" wheels, new tires, brakes, shocks and exhaust. Rangoon red original color. Very nice driver. \$9500. Call Sam, 814-352-7066. Somerset, PA.

1963 Falcon Ranchero. Original California car with solid body and excellent bed. 87,000 miles on original 170 ci engine and two speed transmission. It's the original Sandshell Beige color which I sanded and repainted a few years ago. The old paint was peeling in spots. Only one small hole was found behind right rear wheel. It's not perfect but amazingly solid original. Haven't driven much past year and need to find a good home, losing garage space. \$6500 OBO. Erik, 781-891-1527 or snglbrl@yahoo.com. Located in MA.



1962 Ford Falcon, Tweety Bird. Six cylinder, automatic transmission, two door. All original except new custom paint, a canary yellow. New interior and upholstery. Has custom wheels. Have front and back b8umpers, need rechroming. Was a California car. \$7000 OBO. Phyllis Burke, 606-639-8667.



This 1962 Falcon 2 door Sedan has a 170 CID 6-cylinder automatic trans with 21,000 original miles. A near-mint condition classic with a straight chassis and solid body, the color is silver moss. Excellent interior, glass, and trim. Drive it anywhere! Asking \$8,500 OBO. E-mail Paul at Falconfan62@verizon.net for photos and details. Olney, MD 20832.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Ver-

non LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

1962 Falcon station wagon, needs restoration, needs floors. Good glass, interior, trim. Engine frozen; have a 170. Call for particulars. T. Sautter, 607-243-7845. NY.

1961 Econoline Station Bus, body has surface rust, good glass, missing carburetor and starter. Needs restoration. Clear Title. \$1200. firm. Darrell Grindstaff 865-805-0811.

Falcons for sale: 1965 Ford Falcon sedan delivery, \$4,000. 1963 Ford Falcon Sprint h/t, \$1,500. 1963 Ford Falcon Ranchero, \$300. 1965 Ford Falcon Futura h/t, \$1,200. 1964 Ford Falcon Futura h/t, \$4,000. 1965 Ford Falcon Futura h/t, \$600. 1968 Ford Falcon two door sedan, \$500. 1965 Ford Falcon 2 door h/t, \$700. 1960 Comet two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.

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Make plans for next year's FCA National Meet. Falcon's Fantastic 50th will be held in Dearborn, Michigan at the Hyatt Regency Dearborn. 600 Town Center Drive, Dearborn, MI 48126. 313-593-1234. Room rate is \$105 + tax per night. Must mention "Falcon Club" to receive this rate. More info Gordon Leslie, 313-382-2993 or gogofalcon@att.net, Mike Eaves 313-386-3209 or michaeleaves@att.net, Alan Aniol 734-282-8188 or joanal@wideopenwest.com. Visit fca2010detroit.webs.com for updates. Use the registration form on the jacket of this issue to register NOW!

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For more information contact Sherry McGhghy (860) 822-6552.

SEPTEMBER 12, 2010: FUN FORD SUNDAY

10:00 AM to 3:00 PM for the show, gates open at 8:00 AM for exhibitors. Solano County Fairgrounds, 900 Fairgrounds Drive, Vallejo, California 94589. Sponsor: Nor-Cal Ford Club Council. Exhibitor Fee: \$25 in advance, \$35 at the gate. Information: P O Box 54, River Pines, Ca. 95675-0054, funfordsunday.com, 650-793-2515 or 888-548-2402. An interclub event open to all Ford, Lincoln, and Mercurys and the largest such event in northern California. Marquee cars: 65 years of Thunderbird, 50 years of Falcon and 25 years of Taurus, 25 years of Mercury. It is expected that about 400 cars will be shown. The show benefits various local charities.

SEPTEMBER 24-25, 2010: 19TH ANNUAL CAROLINAS REGIONAL MEET

Kannapolis, NC. Download registration flyer at falconclub.com.

OCTOBER 15 -16, 2010: 20TH ANNUAL FALCON CLUB OF AMERICA PACIFIC REGIONAL.

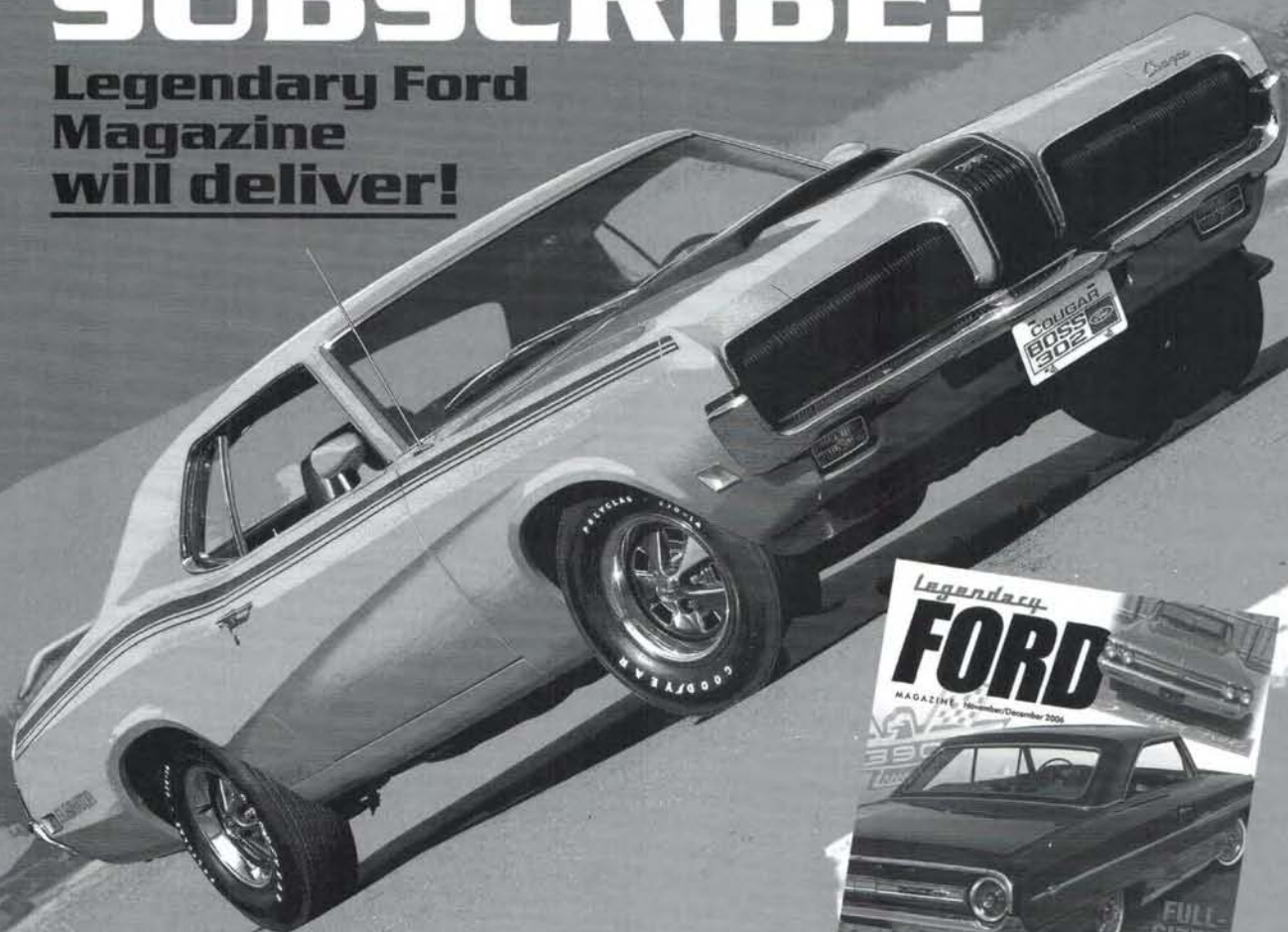
Friday noon through breakfast Sunday. Car show and banquet open to all Falcons from 1960-1970½. There will be a display category for Mercury Comets. Sheraton Sunnyvale Hotel, 1100 North Mathilda Avenue, Sunnyvale, CA 94089. Host: The Golden Gate Chapter. Exhibitor Fee: \$20 before October 1, \$25 at the gate. Information: www.westcoastfalcons.com or Ray Johnson 707-546-8082 or 57ray@pacbell.net.

OCTOBER 30-31, 2010: MID-SOUTH REGIONAL MEET

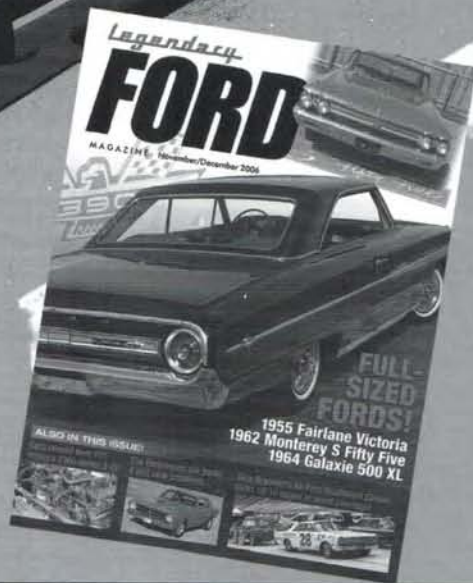
Branson, Missouri. More info at falconclub.com

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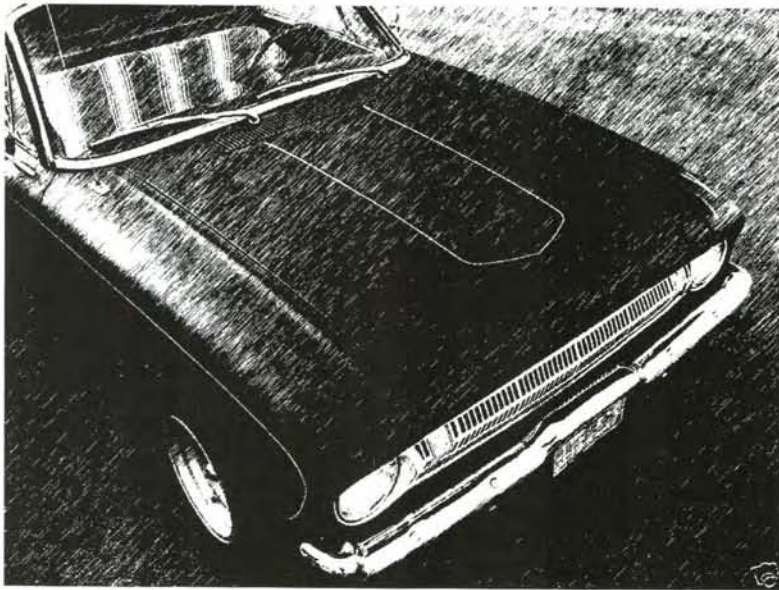
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Letters to the Editor: Falcon Publicity



To Whom It May Concern:

After the article about Ted Boothroyd's 1964 Ranchero and the Italian photo shoot, there was a request for reports of other Falcons that have appeared in the press. This doesn't exactly fit that category but my 1961 Ranchero makes occasional appearances on National Geographic's TV series, *Dogtown*. The show is in its tenth season and is about the efforts of the staff and the stories of the dogs that come to the Best Friend's Animal Society in southern Utah.

My Ranchero is often seen when I bring dogs to my home or happen to drive it to work on a day they are shooting one of the episodes that I am part of.

It is humorous that visitors to the sanctuary comment that they enjoyed seeing it, but only because it is unique. Few know what it is. It has a period correct topper and has been called a "station wagon" and "that hearse you drive." I guess not all animal lovers are car guys!

Sincerely, Pat Whitacre (FCA #11524)
Kanab, Utah

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FEATURED ITEM: 1966 Ranchero Belt Buckle

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Tech Tip: Charging Odyssey® Drycell Type Batteries

Bill Lind, Editor of The Desert Flyer, newsletter of the Arizona Chapter FCA writes: "I'm a believer in this battery. I bought one for less than \$120 in 1996 and put it in my 1963 Falcon convertible because I didn't want battery acid to eat up my engine compartment. The same battery is still powering my Falcon—twelve years young!"

—Reprinted from The Desert Flyer

Proper Charger Selection

A critical factor in the proper use of a rechargeable battery is charging. Inadequate or improper charging is the most common cause of premature failure of rechargeable lead acid batteries.

We suggest the following charger ratings to get peak performance from your ODYSSEY® battery.

Charger Rating	Recommended ODYSSEY® Model
6A-7A charger	PC 535 / PC 545 / PC 625 / PC680
10A charger	PC 925 or smaller battery
15A charger	PC 1200 or smaller battery
20A charger	PC 1700 or smaller battery



PC1200

General use
and
auto/truck
engine start

As an alternative, small, portable automotive chargers may also be used to charge your ODYSSEY® Drycell battery. These chargers are essentially designed to bring a discharged battery to a state of charge (SOC) that is high enough to crank an engine. Once this is successfully accomplished it is up to the engine alternator to fully charge the battery. It is important to keep this design philosophy in mind when using this type of charger.

There is another class of chargers that is designed specifically to maintain the battery in a high state of charge. **These chargers, such as the Motocell™ 12V, 3A charger is not capable of charging a deeply discharged ODYSSEY® battery.** This is due to the fact that these chargers have very low output power. They should only be used either to continuously compensate for parasitic losses or to maintain a trickle charge on a fully charged stored battery.

(A) Selecting the right charger for your battery

Small portable automotive chargers can also be used, as long as certain suitability criteria are met.

Qualifying these chargers for your ODYSSEY® battery is a simple two-step process.

Step 1 - Charger output voltage

Determining the charger output voltage is the most important step in the charger qualification process. **If the voltage output from the charger is less than 14.2V or more than 15V for a 12V battery do not use the charger.** This output voltage is measured on the battery terminals with the charger charging, the voltage is steady and the output current has begun to decline. For 24V battery systems the charger output voltage should be between 28.4V and 30V. If the charger output voltage falls within these voltage limits when the battery approaches a fully charged state, low output current, proceed to Step 2; otherwise pick another charger.

Step 2 - Charger type — automatic or manual

The two broad types of small, portable chargers available today are classified as either **automatic** or **manual**. Automatic chargers can be further classified as those that charge the battery up to a certain voltage and then shut off and those that charge the battery up to a certain voltage and then switch to a lower float (trickle) voltage.

An example of the first type of automatic charger is one that charges a battery up to 14.5V, then immediately shuts off. An example of the second type of automatic charger would bring the battery up to 14.5V then switch to a float (trickle) voltage of 13.6V; it will stay at that level indefinitely. The second type of automatic charger is preferred as the first type of charger is likely to undercharge the battery.

A manual charger typically puts out a single voltage and has to be manually switched off to prevent battery overcharge. **Should you choose to use a manual charger with your ODYSSEY® battery, do not exceed charge times suggested in Table III below.**

(B) Selecting battery type on your charger output

While it is not possible to cover every type of battery charger available today in a product guide such as this, this section will try to give the ODYSSEY® battery user some general charger usage guidelines to follow, **after the charger has been qualified for use with this battery.**

In general, do not use either the gel cell or maintenance free setting, if provided on your charger.

Choose the deep cycle option, should there be one on your charger. Table III below provides suggestions on charge times based on charger currents.

Table III: Suggested charge times for ODYSSEY® batteries
Charge time for 100% discharged battery

Model	10A charger	20A charger
PC 545	1½ hr.	45 min.
PC 680	2 hr.	1 hr.
PC 925	2 ½ hr.	1¼ hr.
PC 1200	4 hr.	2 hr.

Note that the charge times recommended in Table III are based on an assumption that the ODYSSEY® battery is fully discharged with an open circuit voltage of 11.6 volts. If the battery is only partially discharged the charge times should be appropriately reduced.

Do You Have a Technical or Historical Item for The National Falcon News? Send it to the Editor at the address on page 9.

So You Want to Restore a Falcon?

Dick Harrington

—Continued from page 15

EXTERIOR

The exterior trim has been going on over a long period of time. As the paint was polished on each body panel, trim items were installed. The deluxe door window trim and drip edge stainless were carefully hammered home (I hate this part because it always shaves some paint). Bed trim was screwed into place capping the raw edges. The back tail lights, Ranchero bull medallion and F-O-R-D letters went on the tailgate.

The faux hood scoop and F-O-R-D letters were installed on the hood, the 260 V8 emblems and Ranchero Script went on each front fender. The grille and headlight trim gave the Ranchero its smile back. The final trim bolted on was the bumpers and the truck now had a finished look although there are still a lot of odds and ends left.



The Ranchero bull medallion and F-O-R-D begin to provide a finish look.



With vintage license plate in place the Ranchero looks ready to go.



The Ranchero smiles once more.

The Ranchero sees the light of day again, on April 19, 2010. The F-150 looks on jealously with all the attention the Ranchero has been getting.

—See photos of the Ranchero at the beginning of the project on page 32



—Continued from page 20

a 302 CID engine and a top loader four speed, but it had no interior and some other minor problems.

Last year, just before I retired after restoring Mustangs for 29 years, I had a chance to buy this car. Since I had already done a cosmetic restoration on the car 25 years ago, I bought it. The paint on the hood, roof, and trunk had faded to gray but the rest of the car was very solid. Wanting to save as much of my original work as possible, I had my helper of 19 years paint and blend in the upper surfaces of the car, down to the bodyline. I also reupholstered the rear seat and door panels, and painted all the interior metal and installed a carpet.

The engine was a collection of mismatched parts so it was rebuilt with flat top pistons, .30 over, 351w heads, Edelbrock intake and four bbl carburetor. I also bought a new flywheel and vibration damper to make sure the new crank kit was as good as possible. The car is a lot of fun to drive and I use it as much as weather allows here in New England. There are always still small things to do, as usual.

I really enjoy both this car and the magazine.

—Mike Henchey (FCA #13433)
Westmoreland, New Hampshire



FALCON RANCHERO, SEDAN DELIVERY

1965 FORD TRUCKS

NEW PERFORMANCE AND SMART STYLING FOR TOWN AND COUNTRY



As a Falcon Club of America member and the owner of a 1965 Sedan Delivery, I thought this literature might be of interest to other FCA members.

—Timothy F. Grinolds (FCA #11256)
Alpine, California



April 19, 2010



This is how the Ranchero looked sitting in Modesto, California



*The Ranchero arrives in Delhi, New York on a cold and dreary
February 4, 2008*